

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** STP00-0014-01(062) **OFFICE:** Engineering Services  
Oglethorpe/Wilkes Counties  
P.I. No.: 222460-  
SR 10 Passing Lanes (4-Locations)

**DATE:** January 16, 2013

**FROM:** Lisa L. Myers, State Project Review Engineer *lsm*

**TO:** Genetha Rice-Singleton, State Program Delivery Engineer  
Attn.: Erik Wilkinson

**SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES**

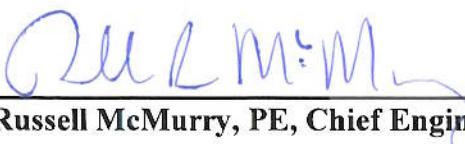
The VE Analysis for the above project was held November 5-8, 2012. Responses were received on January 4, 2013. Recommendations for implementation of the Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project. Please note, if the implementation of a VE recommendation requires a Design Exception and/or Design Variance, the DE or DV must be requested separately.

<b>ALT #</b>	<b>Description</b>	<b>Potential Savings/ LCC</b>	<b>Implement</b>	<b>Comments</b>
A-1	Eliminate the shoulder reconstruction on the side of the roadway opposite to the proposed passing lane.	\$784,000	No	This will not be implemented due to the high accident rate and number of overturn vehicles in those incidents. Therefore, correcting the substandard shoulder on the opposite side of the construction of the passing lanes will improve the overall design of this project.
A-2	Reduce the width of the shoulder adjacent to the passing lane from 10' to 6' and reduce the width of the paved shoulder from 6.5' to 2'.	Proposed = \$475,000 Actual = \$274,500	Yes, with modifications	The actual savings are reduced due to the implementation of A-11.1, and A-3.1 because Site #2 will be deleted.
A-3	Shorten project to provide minimum passing lane length by holding the length of Site #2 and setting Sites #1, #3, and #4 to match.	\$2,500,000	No	A-3 will not be implemented because A-3.1 was selected to be implemented instead.
A-3.1	Shorten project to provide minimum passing lane length by holding the length of Site #2 and setting Sites #1, #3, and #4 to one mile.	\$1,000,000	Yes	This will be implemented.

A-11	Construct Site #1 as a new three-lane road on new alignment and eliminate the Detour Road.	\$183,000	No	A-11 will not be implemented because A-11.1 was selected to be implemented instead.
A-11.1	Construct Site #1 as a four-lane roadway on new alignment and eliminate the Detour Road and Site #2 Passing Lane section.	\$1,201,000	Yes	This will be implemented.
A-16	Revise proposed profile to a point profile.	\$86,000	Yes	This will be implemented.
A-21	Revise the roadway profile through the Salem Church Road intersection area by using the minimum "K" values for the vertical curves.	\$266,000	No	A-21 will not be implemented because A-2, A-3.1, and A-11.1 was selected instead which shifts SR10 approximately 40 feet west of the existing centerline. This shift requires a new profile while this alternative used the current existing alignment. Also, there is no longer a detour so the cut and fill limits will reduce along with the rest of the impacts in Site #1.
A-24	Close Salem Church Road to traffic during the construction of the Site #1 Passing Lane.	\$24,000	Yes	This will be implemented.
B-4	Remove guardrail by flattening slopes to 4:1 in selected areas.	\$41,000	Yes	This will be implemented.
G-1	Replace all existing cross drain pipes.	Cost Increase (\$28,000)	No	The Office of Maintenance keeps pipe inspection forms on all cross drain pipes on the state route system and they have not shown a need to replace these pipes.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:



Russell McMurry, PE, Chief Engineer

Date:

11/18/13

c:

Genetha Rice-Singleton/Hiral Patel  
Paul Liles  
Marc Mastronardi  
Andy Casey  
Neal O'Brien/Jamie Lindsey/Jason Brown  
Vonda Everett  
Edwin Thompson  
Ken Werho/Kate D'Ambrosio  
Kevin Dirth/Alexander Bandoh  
Matt Sanders

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE      STP00-0014-01(062), Oglethorpe/Wilkes County      OFFICE      Program Delivery  
P.I. No. 222460-  
SR 10: Ogelthorpe MP 13.7-15; 15.3-16.2  
& Wilkes: 0-1.5; 5.5-7.0      DATE      December 19, 2012  
*Genetha Rice-Singleton*  
FROM      Genetha Rice-Singleton, State Program Delivery Engineer  
TO      Lisa Myers, Project Review Engineer  
Attn: Matt Sanders  
SUBJECT      **RESPONSE TO VALUE ENGINEERING STUDY ALTERNATIVES**

Attached are the responses for the Value Engineering Study. This office concurs with the responses.

If there are any questions please contact Eric Wilkinson of this Office at (478) 538-8522.

*HP*  
GRS: HPP: ERW

cc: Russell McMurray

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** STP00-0014-01(062) Oglethorpe/Wilkes Counties  
P.I. No. 222460-  
SR 10 Passing Lanes

**OFFICE:** District 2  
**DATE:** Jan. 15, 2013

**FROM:** Jason M. Brown, Design Engineer 2  
**TO:** Lisa Myers, State Project Review Engineer  
Attn: Matt Sanders, Value Engineering Specialist

**SUBJECT: Response to Value Engineering Study Recommendations**

These are the responses to the Value Engineering Alternatives recommended by the Value Engineering Team:

- 1) **Recommendation A-1:** Eliminate the Shoulder Widening on the opposite side of the roadway from the proposed passing lane.  
**VE Team Savings:** \$784,000

No, will not implement; due to the accident data in the area this will not be implemented. There is a high accident rate of overturn vehicles so correcting the substandard shoulder on the opposite side of the construction of the passing lanes will improve the overall design of this project.

- 2) **Recommendation A-2:** Reduce the proposed shoulder widening alongside the new passing lane from 10 feet (6.5-ft paved) to 6 feet (2-ft paved).  
**VE Team Savings:** \$475,000

Yes, will implement; due to the location of the passing lanes not being on the State's designated bike network. Also due to the implementation of A-11.1 and A-3.1 the estimated savings is reduced. The estimated cost savings per mile of shoulder (10.382 miles) would be \$45,750 per mile. Due to the deletion of Site 2 and the reduction of length to 1 mile, the total new length of shoulder will be approximately 6 miles.

**Revised Savings:** \$274,500

- 3) **Recommendation A-3:** Shorten the overall project length by constructing all four passing lane sites the same length as the shortest proposed passing lane site.  
**VE Team Savings:** \$2,500,000

No, will not implement; Since A-3.1 will be implemented, A-3 will not.

**Revised Savings:** \$0

- 4) **Recommendation A-3.1:** Shorten the overall project length by reducing the passing lane lengths in the longer Sites 1, 3, and 4 to 1-mile.

**VE Team Savings:** \$1,000,000

Yes, will implement;

- 5) **Recommendation A-11:** Construct Site 1 as a new three-lane road on new alignment and eliminate the Detour Road.

**VE Team Savings:** \$183,000

No, will not implement; Since A-11.1 will be implemented, A-11 will not.

**Revised Savings:** \$0

- 6) **Recommendation A-11.1:** Construct Site 1 as a new four-lane roadway on new alignment and eliminate the Detour Road and the Site 2.

**VE Team Savings:** \$1,201,000

Yes, will implement;

- 7) **Recommendation A-16:** Change the new roadway profile to a point profile in order to reduce the amount of asphalt leveling.

**VE Team Savings:** \$86,000

Yes, will implement;

- 8) **Recommendation A-21:** Revise the roadway vertical profile in Site 1 to reduce construction impacts, shorten the amount of SR 10 mainline roadway needing reconstruction, and shorten the detour work zone.

**VE Team Savings:** \$266,000

No, will not implement; Since A-2, A-3.1, and A-11.1 will be implemented, A-21 will not. In implementing A-11.1, that is, shifting SR 10 approximately 40 feet west of the existing centerline, this shift would require new profiles for the new centerline, while the proposed vertical profiles are based off the existing centerline of SR 10. Also, there will no longer be a detour, the cut and fill limits will reduce with reduction of shoulders, and since Site 1 will be reduced, and construction impacts will reduce.

**Revised Savings:** \$0

- 9) **Recommendation A-24:** Close Salem Church Road to traffic during the construction of Site 1 and detour traffic.

**VE Team Savings:** \$24,000

Yes, will implement;

- 10) **Recommendation B-4:** Remove guardrail & flatten slopes in four areas.

**VE Team Savings:** \$41,000

Yes, will implement;

- 11) **Recommendation G-1:** Replace all existing cross drainage structures throughout the project.

**VE Team Savings:** -\$28,000

No, will not implement; the maintenance office keeps detail pipe inspection forms on all cross drain pipes on the SR system. They have not shown a need to replace these existing concrete pipes.

**Revised Savings:** \$0

If any further assistance is needed, please contact Jason M. Brown at (478) 553-2334.

**From:** Story, Brent  
**Sent:** Monday, January 14, 2013 04:29 PM  
**To:** Wilkinson, Eric  
**Cc:** McMurry, Russell; Pass, Daniel; O'Brien, Neal  
**Subject:** RE: 222460-/Oglethorpe/Wilkes

If neither of those existing bike routes fall within your passing lane segments, nor do they connect to the termini of these segments, then technically the project doesn't meet a standard warrant or the conditions listed under guidelines. If you are satisfied that these conditions do not exist now or in the future, then you can omit the bikeable shoulder and move on. You and/or the engineer-of-record should document the feedback you've gotten from Tamaya Huff on the lack of known usage along SR10.

Also, technically the Complete Streets policy has a grace period for implementation, ending October 1, 2013 for projects that have not advanced to the Final Plan phase (see attached). After that date, standard warrants will be fully enforced, and will require a formal Design Variance with adequate studies to support omitting accommodations.

Give me a call if you want to talk further.

**Brent A. Story, P.E.**  
State Design Policy Engineer  
Georgia Department of Transportation  
600 West Peachtree Street  
Atlanta, GA 30308  
(404) 631-1600

On Jan 10, 2013, at 1:37 PM, "Wilkinson, Eric" <[ewilkinson@dot.ga.gov](mailto:ewilkinson@dot.ga.gov)> wrote:

Brent and Russell,

After discussing with Tamaya about the bike network this is my understanding. This project is not on a Bike Network, but it is a critical route for the connectivity of Bike Route 60 and the Firefly Trail. She said that is why it is shown in TPRO as on a bike route. Since this is not on a bike network it is my suggestion to not install the needed bike shoulder in this area. Please let me know if you disagree with this assessment.

Thanks

*Eric Wilkinson, E.I.T.  
Junior Project Manager  
Georgia Department of Transportation  
Office of Program Delivery  
801 HWY 15 South  
P.O. Box 8  
Tennille, GA 31089  
(478)538-8522*

**From:** Huff, Tamaya

**Sent:** Thursday, January 10, 2013 12:11 PM

**To:** Story, Brent; Wilkinson, Eric; Sanders, Matt; McMurry, Russell; Simpson, Jim

**Cc:** Lindsey, Jamie; O'Brien, Neal; Brown, Jason; Pass, Daniel

**Subject:** RE: 222460-/Oglethorpe/Wilkes

PI 222460 (based on the limits I have) is southeast of both State Bike Route 60 (SR 72) and the proposed Firefly Trail. It is not on a designated state Bike Route; however, it is on SR 10, which is accessible to Georgia Bike Route 60 and the proposed Firefly Trail Corridor. SR 10 provides direct access to SR 77 east of Lexington and would serve as an important piece in connecting cyclists to the existing unimproved Firefly Corridor, Bike Route 60 and future bicycle improvements that have been identified in the East Georgia Multi-County Transportation Study and subsequent studies. In terms of current usage, the unimproved Firefly Trail functions as an old rail corridor used presently by cyclists, but there are currently no counts to my knowledge that indicate current usage.

Several plans and studies as listed below have documented recommended improvements surrounding the location of PI 222460 intended to support cycling within the region but such studies are not recent. I am currently working with the NEGRC to develop more recent studies that will collect bicycle counts in such corridors but such data is presently not yet available.

Sources:

- NEGRC Proposed Firefly Trail alignment is along SR 77, and intersects SR 10/US 78 west of the improvements.
- East Georgia Multi-County Transportation Study
- Madison Athens Clarke County Oconee Regional Transportation Study

Please let me know if you require additional information.

*Tamaya Huff*

State Bicycle and Pedestrian Safety Coordinator

Georgia Department of Transportation

Traffic Operations - Safety

[thuff@dot.ga.gov](mailto:thuff@dot.ga.gov)

Desk: 404-635-2882

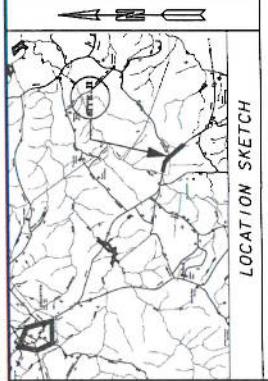
Fax: 404-635-8175

935 East Confederate Avenue

Building 24, Floor 2

Atlanta, Georgia 30316-2531





LOCATION SKETCH

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
PLAN AND PROFILE OF PROPOSED  
BETWEEN WASHINGTON AND LEXINGTON**

**FEDERAL AID PROJECT**

**STP00-0014-01062**

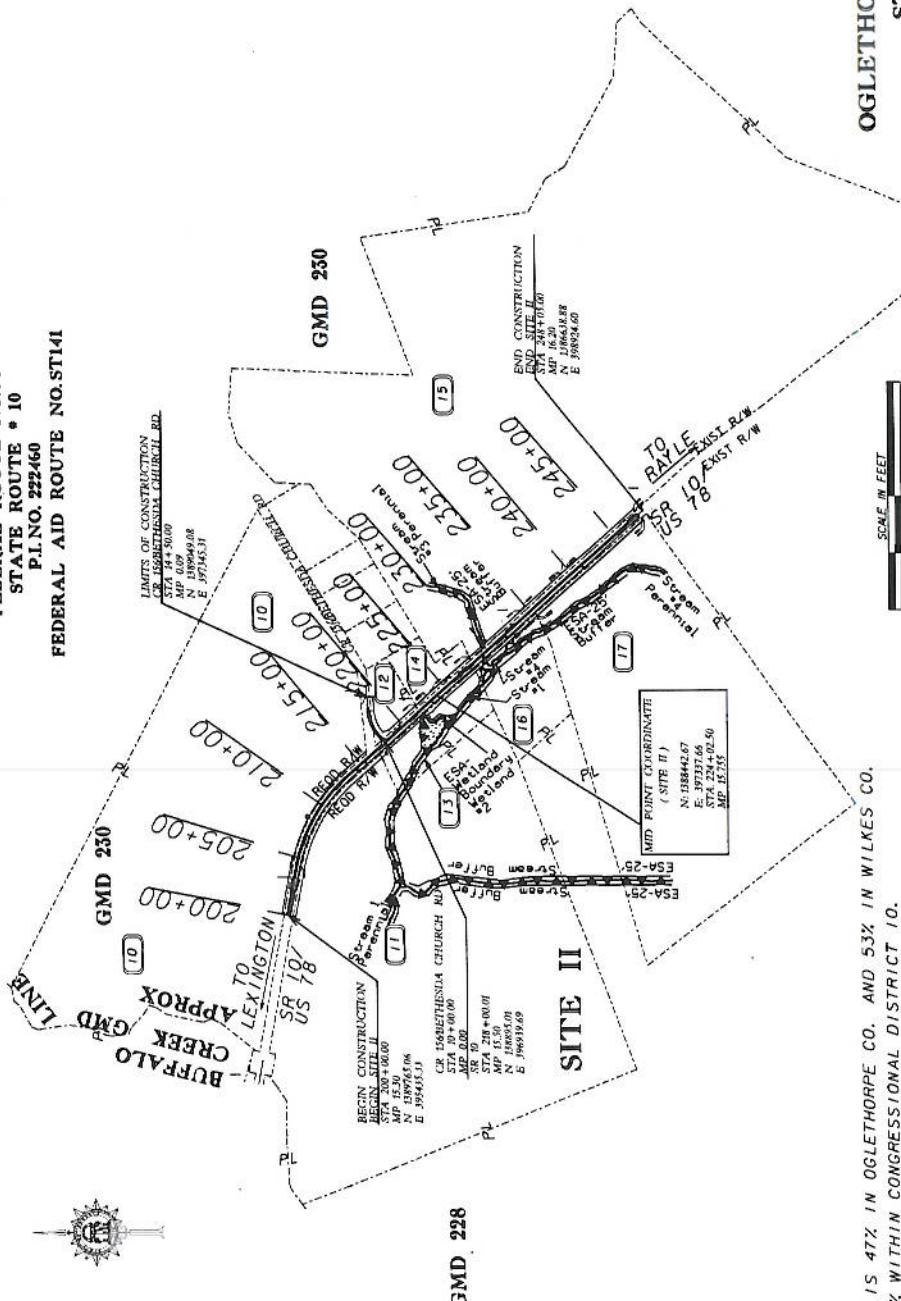
**OGLETHORPE-WILKES COUNTIES**

**FEDERAL ROUTE NO. 78**

**STATE ROUTE # 10**

**PL NO. 222460**

**FEDERAL AID ROUTE NO. ST141**

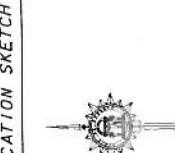
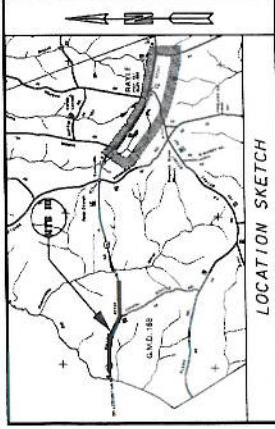


THIS PROJECT IS 47% IN OGLETHORPE CO. AND 53% IN WILKES CO.  
AND 100% WITHIN CONGRESSIONAL DISTRICT 10.  
G. M. D. • OGLETHORPE CO. 228&230, WILKES COUNTY 166, 168&171

**OGLETHORPE-WILKES COUNTIES**

**STP00-0014-01062**

**01 - 00**



LOCATION SKETCH

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
PLAN AND PROFILE OF PROPOSED  
4 PASSING LANES ON S.R. 10  
BETWEEN WASHINGTON AND LEXINGTON**

FEDERAL AID PROJECT

STP00-0014-01062

OGLETHORPE-WILKES COUNTIES

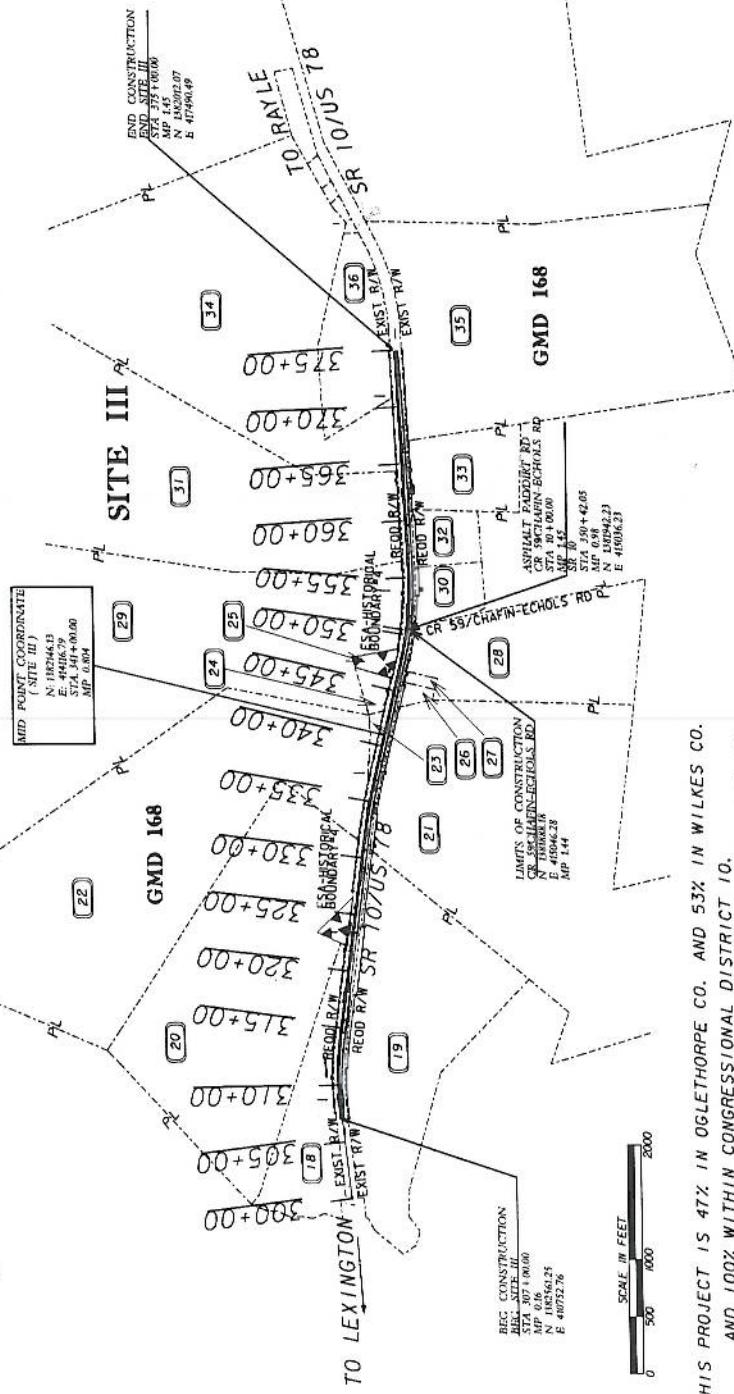
FEDERAL ROUTE NO. 78

STATE ROUTE # 10

P.L. NO. 222460

FEDERAL AID ROUTE NO. ST141

MID POINT COORDINATE  
( SITE II )  
N 3182346.13  
E 441016.79  
S 37° 34' 44.80"  
MP .0004



BEG. CONSTRUCTION  
HEG. SITE II  
STA 307 + 00.00  
MP 012361.25  
E 440732.76

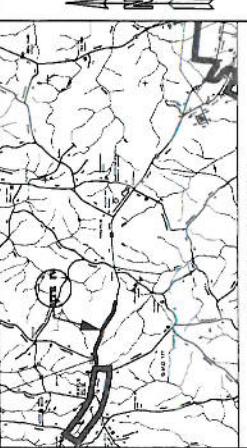
SCALE IN FEET  
0 500 1000 2000

THIS PROJECT IS 47% IN OGLETHORPE CO. AND 53% IN WILKES CO.  
AND 100% WITHIN CONGRESSIONAL DISTRICT 10.  
G. M. D. • OGLETHORPE CO. 228 & 230, WILKES COUNTY 166, 168 & 171

**OGLETHORPE-WILKES COUNTIES**

STP00-0014-01062

01 003



LOCATION SKETCH

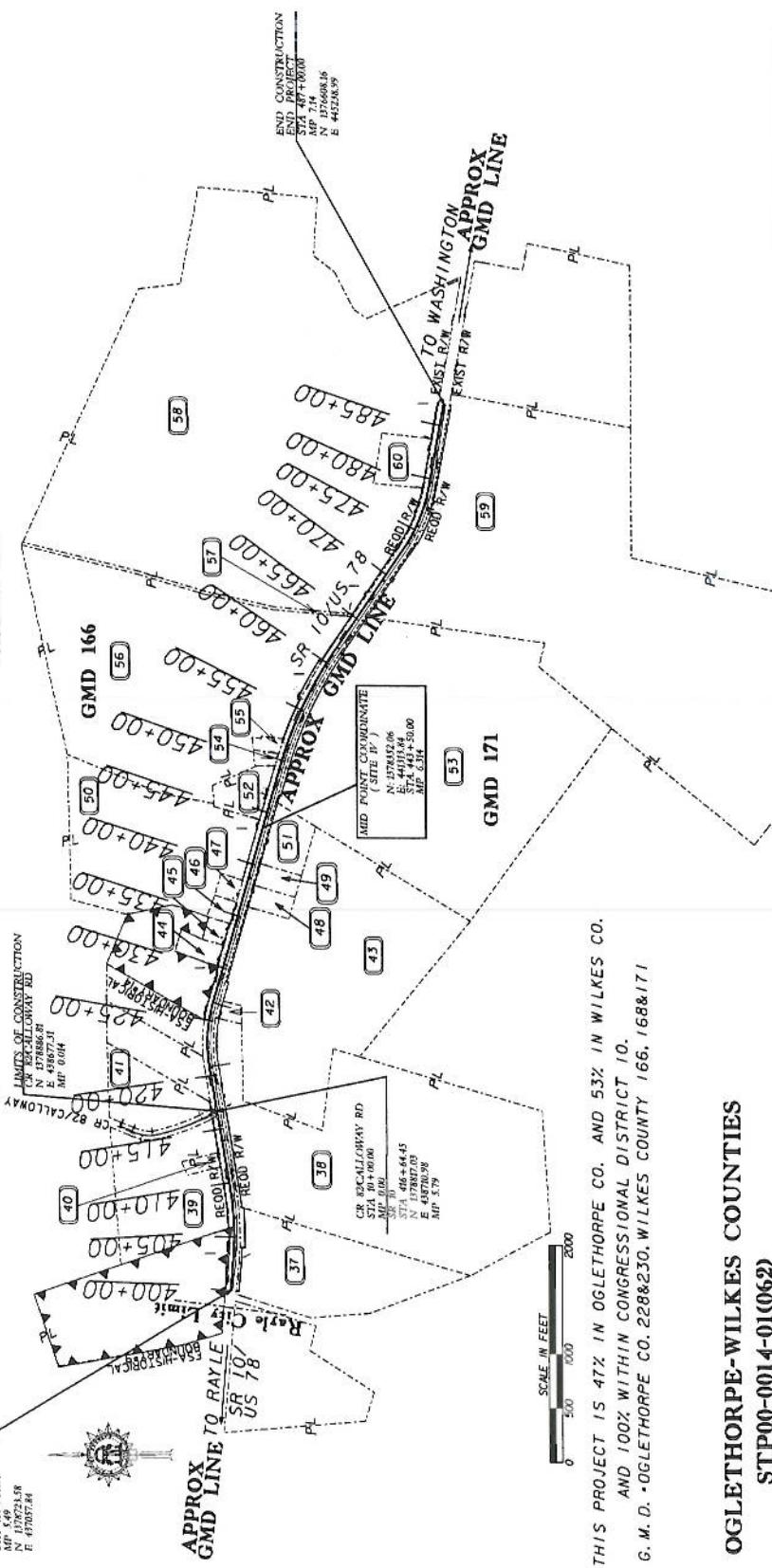
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
PLAN AND PROFILE OF PROPOSED  
4 PASSING LANES ON S.R. 10  
BETWEEN WASHINGTON AND LEXINGTON

FEDERAL AID PROJECT  
STP00-0014-01062  
OGLETHORPE-WILKES COUNTIES

FEDERAL ROUTE NO. 78  
STATE ROUTE # 10  
P.I. NO. 222460

FEDERAL AID ROUTE NO. STI41  
SITE IV

BEGIN CONSTRUCTION  
S.R. 10 CALLOWAY RD  
N 37° 18' 46.81  
E 43° 57' 31  
M 0.04



THIS PROJECT IS 47% IN OGLETHORPE CO. AND 53% IN WILKES CO.  
AND 100% WITHIN CONGRESSIONAL DISTRICT 10.  
G. M. D. • OGLETHORPE CO. 228&230, WILKES COUNTY 166, 168&171

OGLETHORPE-WILKES COUNTIES  
STP00-0014-01062

0 - 004

**PRERECONSTRUCTION STATUS REPORT FOR PI:222460-**

SR 10: OGLETHORPE MPP 3.7-15;15.3-16.2& WILKES: 0-1.5;5-7.0									
PROJ ID:	222460-	COUNTY:	Oglethorpe, Wilkes	MPO:	Not Urban	PRIORITY CODE:	TIA	MGMT LET DATE :	12/13/2013
LENGTH (MI)	5.32	PROJ NO.:	STP00-0014-01(062)	TIP #:	RC07-000178	DOT DIST:	2	MGMT ROW DATE :	06/22/2012
PROJ MGR:	Wilkinson, Eric Ryan	AHD Initials:	HPP	MODEL YR :	Passing Lanes	CONG. DIST:	10	BASELINE LET DATE:	12/03/2013
OFFICE :	Program Delivery	CONSULTANT:	No Consultant, GDOT In-House Design	TYPE WORK:	PASSING LANES	BIKE:	Y	SCHED LET DATE :	9/29/2014
SPONSOR :	GDOT	DESIGN FIRM:	GDOT D2 Design Office <th>CONCEPT:</th> <td>PASSING LANES</td> <th>MEASURE:</th> <td>E</td> <th>WHO LETS?:</th> <td>GDOT Let</td>	CONCEPT:	PASSING LANES	MEASURE:	E	WHO LETS?:	GDOT Let
BOND PROJ:		PROG TYPE:	Reconstruction/Rehabilitation	NEEDS SCORE:	05	LET WITH:		Prov. for ITS:	
BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS	
					2/5/1999	9/24/1999	100	Activity	Approved
				Concept Development	6/3/1999	6/3/1999	100	PE	1998
				Concept Meeting	6/7/1999	6/7/1999	100	PE	1998
				PM Submit Concept Report	6/12/1999	6/12/1999	100	PE	2013
				Concept Report Review and Comments	5/28/1999	6/12/1999	100	ROW	2012
				Management C. Concept Approval Complete	9/24/1999	9/24/1999	100	CST	2016
				Value Engineering Study	7/26/2012	1/18/2013	100	CST	2016
				Environmental Approval	12/12/2003	12/12/2003	100	CST	2016
				Field Surveys/SDE	11/15/1999	11/8/2000	100	TIA	200,000.00
				Preliminary Plans	2/17/2000	10/21/2010	100		
				404 Permit Obtainment	6/16/2011	6/16/2011	0		
				PFPR Inspection	5/17/2013	9/27/2013	100		
				R/W Plans Preparation	3/1/2014	4/4/2013	100		
				R/W Plans Final Approval	3/17/2011	6/27/2012	100		
				L & D Approval	9/24/1999	9/28/1999	100		
				R/W Authorization	6/29/2012	6/29/2012	100		
				State R/W	0	PE	0		
				Soil Survey	10/20/2004	12/8/2005	100	PE	50,000.00
				Final Design	0	ROW	0		1,407,600.00
				PFPR Inspection	0	CST	0		7,456,191.05
				Submit PFPR Responses (OES)	3/27/2014	3/27/2014	0	CST	200,000.00
					5/10/2014	5/10/2014			
DIST 1 SURVEYS: 2/29/00, SURVEY BEHIND: 6/19/00									
PROJ:	NO BRIDGE REQUIRED	ROW:	DIST ORDER	Survey Behind	6/19/00	STIP AMOUNTS			
Bridge:	NO BRIDGE REQUIRED	Design:	Need EC for ROW auth.			Cost Estimate	Amount	Date	Activity
EIS:	(Jason B) PFPR held ROW rvwd. Need EC for ROW auth.	CE Approved 06/27/12/Not On Sched for Dec 13 Let/Upd 01/22/13				\$641,056.24	0	6/25/11	PE
LGA:	CE Approved 06/27/12/Not On Sched for Dec 13 Let/Upd 01/22/13	OGLETHORPE SGN DO UTIL 8-2-01 WILKES REF DO UTIL 10-04 REVISION LETTER SENT TO WILKES 11-22-04 REVISION LETTER SENT TO OGLETHORPE 12-15-04				\$50,000.00	0	12/5/11	PE
Planning:	On 2005 CSR A RDC bike plan.					\$1,410,000.00	0	5/2/2012	ROW
Programming:	PR2/0p-1-13-98#1-2-03/(2/9-2011) #3 2-2012 CONFIRMED EXEMPT PER FHWA 9-7-2012 preacquisition activities are underway					\$6,888,368.00	0	11/30/2011	CST
ROW:	D2 TO CMPLT S&M PE/(03/08)   \$1-PFPRscn6/13/11 KW/NR					\$200,000.00	0	11/30/2011	CST
Traffic Op:	2 of 3 FM UTIL S upd (9/18/2012)								
Utility:	REC ST/REHAB (PASSING LANES); DIST 1 TO SURVEY(CONTROL ONLY)								
EMG:	VE Implementation Approved 1/18/13;								
Engr Services:									
Prel. Parcel CT:	60	Total Parcel in ROW System:	61	Cond. Filed:	0	Acquired by:		DEEDS CT:	0
Under Review:	0	Options Pending:	0	Relocations:	0	Acquisition MGR:			
Released:	0	Condemnations-Pend:	0	Acquired:	0	R/W Cert Date:			